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File: PGPB

Jan 31, 2002

PGPUB-DOCUMENT-NUMBER: 20020013653  
PGPUB-FILING-TYPE: new  
DOCUMENT-IDENTIFIER: US 20020013653 A1

TITLE: Control apparatus for drive system

PUBLICATION-DATE: January 31, 2002

## INVENTOR-INFORMATION:

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APPL-NO: 09/953291 [PALM]  
DATE FILED: September 17, 2001

## RELATED-US-APPL-DATA:

Application 09/953291 is a continuation-of US application 09/450135, filed November 26, 1999, US Patent No. 6298300  
Application 09/450135 is a continuation-of US application 08/431028, filed April 28, 1995, US Patent No. 6058348

## FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	DOC-ID	APPL-DATE
JP	06-091768	1994JP-06-091768	April 28, 1994
JP	06-176435	1994JP-06-176435	July 28, 1994
JP	06-323103	1994JP-06-323103	December 26, 1994

INT-CL-PUBLISHED: [07] G06F 7/00, G06F 7/00

## INT-CL-CURRENT:

TYPE	IPC	DATE
CIPS	<u>F02 D 41/34</u>	20060101
CIPS	<u>F02 M 59/10</u>	20060101
CIPS	<u>F02 M 61/18</u>	20060101
CIPS	<u>F01 L 13/00</u>	20060101
CIPN	<u>F02 B 3/06</u>	20060101

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File: PGPB

Jan 6, 2005

PGPUB-DOCUMENT-NUMBER: 20050003927

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DOCUMENT-IDENTIFIER: US 20050003927 A1

TITLE: Control apparatus for hybrid vehicle

PUBLICATION-DATE: January 6, 2005

## INVENTOR-INFORMATION:

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APPL-NO: 10/880557 [PALM]

DATE FILED: July 1, 2004

## FOREIGN-APPL-PRIORITY-DATA:

COUNTRY	APPL-NO	DOC-ID	APPL-DATE
JP	2003-192313	2003JP-2003-192313	July 4, 2003

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## INT-CL-CURRENT:

TYPE	IPC	DATE
CIPS	<u>B60 K 6/04</u>	20060101
CIPS	<u>B60 K 6/00</u>	20060101

US-CL-PUBLISHED: 477/003; 701/104

US-CL-CURRENT: 477/3; 701/104, 903/917, 903/927, 903/940, 903/941, 903/942, 903/943

REPRESENTATIVE-FIGURES: 1

## ABSTRACT:

An FI/AT/MGECU in a control unit calculates an EV travel capable battery terminal discharge power which is the dischargeable power from a battery during EV travel

which is travel under the driving force from the motor, according to a state of charge of the battery and a vehicle travelling speed. Based on the calculated EV travel capable battery terminal discharge power and a predetermined limit value, an energy management charge-discharge required battery terminal power is calculated. Then an energy management charge-discharge required torque corresponding to the energy management charge-discharge required battery terminal power, that is the motor torque capable of being output, is calculated based on; a predetermined PDU-MOT overall efficiency efima which is the conversion efficiency of the electric power and the motive power between the power drive unit and the motor, a rotation frequency of the motor, and a predetermined torque limit value for protecting the motor.

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CIPS F02 B 39/02 20060101  
CIPS F02 D 41/00 20060101  
CIPS F02 D 41/04 20060101  
CIPS F02 M 41/08 20060101  
CIPS F02 M 51/06 20060101  
CIPS F02 M 61/06 20060101  
CIPN F02 M 63/00 20060101  
CIPN F02 B 23/10 20060101  
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CIPS F02 B 39/12 20060101  
CIPN F02 B 75/00 20060101  
CIPN F02 B 75/12 20060101  
CIPS F02 D 13/02 20060101  
CIPS F02 M 41/12 20060101  
CIPS F02 M 45/00 20060101  
CIPS F02 M 45/08 20060101  
CIPS F02 M 47/02 20060101  
CIPS F02 M 59/00 20060101  
CIPS F02 M 61/00 20060101  
CIPS F02 M 61/16 20060101

US-CL-PUBLISHED: 701/103; 701/104

US-CL-CURRENT: 701/103; 701/104

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

A drive system composed of an engine and a transmission is controlled in accordance with a desired wheel torque corresponding to a position of an accelerator, and a present vehicle speed in such a way that a speed ratio of the transmission is determined in consideration with torque factors such as an air-fuel ratio on the engine side, thereby it possible to optimize the control in order to reduce the emission of exhaust substance such as NOx and to enhance the acceleration performance and the fuel economy.

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